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a feat that Commission has accomplished in working out a method for an accurate and practical approximation of the cost of any given railway service, but passes on without any indication as to how it is done. He condemns, in a sentence, the Sherman Act and the anti-pooling clause of the Interstate Commerce Act, but forgets to justify his condemnation. His evidence in favor of national control of capitalization is condensed into four and a half lines of the most general of statements concerning the effects of fictitious capitalization.

In conclusion, Mr. Vrooman's treatment of his subject is uncritical and unconvincing. Not only has he failed to make an adequate examination of the relative efficiencies of government and private operation, but also has entirely overlooked that important phase of the question which refers to the influence of state management of industrial enterprises upon the general efficiency of state government.

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Our Inland Seas. Their Shipping and Commerce for Three Centuries. By JAMES COOKE MILLS. (Chicago: A. C. McClurg and Company. 1910. Pp. xiv, 380. \$1.75.)

In spite of the wide-spread public interest in our various problems of railway transportation, there has developed within recent years a notable concern respecting our inland waterways as well. This has been marked by various phenomena of which the appearance of an abundance of literature, governmental and otherwise, dealing with numerous aspects of the inland waterways problem is one of the most important. At the very time when traffic on the interior rivers has been declining, the commerce of the Great Lakes has been increasing until both its enormous volume and the highly organized transportation system which effects its rapid and economical movement have attracted the attention of the civilized world. This whole matter has been the object of comment by various writers, but the number of readable publications dealing with the question in a broad and comprehensive manner is rather limited. It is because the writer of the present volume has attempted to fashion his book in the manner just indicated, and has succeeded so well, that his work may be regarded as a valuable contribution. In his own language, the purpose is "to show the development of the Great Lakes

marine, from the Indian canoe to the great modern leviathans, and the intimate relation it bears to the prosperity of the whole country and the contentment of millions of people."

As an appropriate setting for his story, the writer has outlined in the first chapter the geography of the Great Lakes region, the origin of these "inland seas," and the circumstances connected with their discovery. The greater portion of the book is given over to a consideration of two main periods in the history of shipping on the Great Lakes. The first may be said to have ended shortly after the middle of the nineteenth century, when railroad competition was becoming a factor to be reckoned with; the second was characterized by the competitive influences of several railway lines and extends to the present time. In the first period, among the leading topics considered are the evolution of the wooden water vehicles used for commercial purposes on the Great Lakes, from the birch-bark canoe to the schooner and the steamboat; the interesting story of the building, equipping, and of the voyage of the *Griffin*; the introduction of the steamboat, and its earlier and subsequent uses; and the settlement and exploitation of the Middle West. The second period is doubtless of greater interest to students of modern transportation conditions, since the great volume of present-day commerce on the Great Lakes is largely a growth of the last half century. Here are included, among other interesting topics, an account of the effects of railway building upon the trade of the "inland seas"; the story of the evolution of the iron and steel vessels; a pictorial description of the building of a huge lake freighter; and interesting descriptions of various unique types of present-day lake steamers, each admirably adapted to its particular kind of traffic. A single chapter of less than twenty pages, exclusive of illustrations, is devoted to a consideration of Canadian shipping interests on the St. Lawrence and the Great Lakes, so that, necessarily, the treatment is incomplete and inadequate from almost every point of view. The concluding chapter contains a short summary of the economics of lake navigation, notably its volume and importance at the present day, the principles which govern freight rates, and governmental improvements for facilitating shipping.

As a whole, the book is a highly interesting, accurate, and fascinating story which should appeal primarily to the general reader. However, the student of transportation is likely to find

here new and valuable information. The volume contains seventy illustrations and is carefully indexed. It is to be regretted that the author has not included a bibliography, and that more references to sources have not been noted in the text.

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Transportation in Europe. By LOGAN G. McPHERSON. With Map. (New York: Henry Holt and Company. 1910. Pp. iv, 285.)

The author has compressed into this volume a discussion of land roads and interior waterways, the development of the railways, railway passenger and freight tariffs, certain phases of governmental control, and the comparative usefulness of inland waterways and railways on the Continent of Europe. The object is frankly stated,—to give a broad outline. The last quarter of the volume comprises a chapter on transportation in England. The phases of governmental control, concerning which salient facts may be found in this volume are: general administration, effect on rates, and financial results. The truth is that Mr. McPherson's immediate object is not the broad problem indicated by his title, but the narrower question of waterways *vs.* railways. His material was gathered under the auspices of the National Waterways Commission, and, as the author candidly states in his preface, "so much travel and research were crowded into a short time that it was not possible, in all cases, to collect material in as full detail as it was desired." The volume must be judged as a presentation of "the salient facts only."

To the economic specialist the salient facts are tolerably familiar. It is to the general reader that the book is addressed, and the interest of the general reader in this country in waterways is confined to the Mississippi river and its possible improvement. To such readers the chapter on transportation in England is superfluous, since "the political and economic conditions in general and the various elements in particular are so different that the problem of interior transportation in England and that in the United States are practically without parallel" (p. 271). Likewise the waterways conditions on the Continent of Europe are for the most part practically without parallel to those in the United States. With regard to conditions on the European waterways which are least open to that objection, the Seine, the